



Soo Line Railroad Company  
records.

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## Soo Line Railroad Company

TO: DennisFROM: lyle DATE: 4/2RE: Rock Island Study

The reports requested in attached memo were completed and delivered Thursday pm (one day earlier than requested).

March 30, 1982

TO: L. T. Bosacker

FROM: T. S. Ness *TSN*

RE: Rock Island Data

As we discussed on the phone this morning, the next phase in the project will require statistical sampling from seven strata of the data. Those strata have already been defined and programmed. The next step is to define the relevant parameters of each population and draw the samples.

The traffic analysis team will be looking for more work sometime on Friday, April 2, 1982. It is urgent that the samples be available before Monday, April 5, 1982, preferably on Friday, so that Monday's work can be planned. Bill Voigt informs us that this represents a "best case" schedule that may require a priority ranking. In a task force meeting yesterday, D. M. Cavanaugh and R. H. Smith gave this objective priority over any projects they have in progress. They fully expect to keep the traffic analysis going, so that a priority over even regular daily work would seem justified. R. L. Murlowski was at the meeting and should have a feeling for the relationship to regular accounting work.

You indicated that the probable machine time should not impair regular production unless there is a significant breakdown. Please keep me informed as to the status of the sampling request for Friday as it relates to priority conflicts and the machine's health.

TSN/jmz

To: Bill Voigt  
 From: G W Guthrie 3/31/82  
 Confirming phone call

February 12, 1982

File: 2010

TO: J. T. Hartnett  
 FROM: E. N. Wiens *ENW*  
 RE: ROCK ISLAND STUDY

Below are specifications agreed upon for Rock Island Study currently in progress.

REPORT 1 - From Rock Island Summary File

Start Take I. Kansas City Mainline Originations  
 Every

4 - 86 A. Beyond Kansas City  
 1 - 7 B. Beyond Twin Cities  
 14 - 47 C. Terminating On Mainline  
 99 - 100 D. All Other

CHRS	Million Soo Rev	Million Total Rev
9909	15.0	35.0
1303	1.284	1.1
3539	1.749	1.749
19336	10.928	16.650

Sort Sequence: Orig State-City, Commodity, Off Junction,  
 Off Road, Dest State-City

Detail Required: Above fields, plus weight, total revenue,  
 RI revenue, RI average revenue

REPORT 2 - From Rock Island Summary File

I. Kansas City Mainline Terminations

8 - 72 A. Beyond Kansas City  
 18 - 20 B. Beyond Twin Cities  
 Duplication C. Originating On Mainline  
 5 - 100 D. All Other

	Million Soo Rev	Million Total Rev
8876	5.3	9.6
1686	.7	2.6
7926	45.3	72.5

Sort Sequence: Dest State-City, Commodity, On Junction,  
 On Road, Orig State-City

Detail Required: Same as Report 1

Reports 1 and 2 exclude all traffic in which the Soo Line participated.



PERSONAL

March 18, 1982

To: Messrs: W. M. Edrington  
S. W. Frick  
G. V. Miller  
R. E. Anderson

From: J. T. Hartnett *JTH*

Re: Procedures for Rock Island Diversion Study.

1. Various strata will be released for evaluation a few at a time by Bill Edrington or myself. Keith Renshaw will record location of various strata and will check off and keep such strata in a safe place when returned.
2. Completed strata showing number of new cars for the Soo or number of cars on which Soo haul is extended and the improved revenue will be returned to Keith Renshaw. He will run a total on the strata on which the entire population has been evaluated. He will also work with George Guthrie to develop projected cars and revenue on sampled strata. These will be listed individually until the study is completed.
3. Everyone will be furnished with a chart showing the division of total railroad revenues between typical points on the Soo and major Soo interchanges and selected states. This should be used to estimate Soo revenue gain to the greatest extent possible.  
  
If the chart does not cover some of the shipments, the stratum should be completed except for the missing revenue information and it should be then referred to Arnie Lindberg to insert revenue. He, in turn, will return to Keith to compute stratum totals.
4. You will be supplied with guidelines to be used in evaluating the various strata. If you have any question about the application of the guidelines or how to handle traffic that appears to be outside the guidelines, Bill Edrington should be consulted.

We initially will be evaluating only the acquisition of the main line, but when that is completed we will look at several branches. Joe Darling and Bill Voigt will stratify these branches individually. Bill Edrington will summarize cars and revenue in the strata and a random sample should be drawn on the larger strata unless finds shipments homogeneous. Keith Renshaw and George Guthrie will handle random sample requirements.

Messrs. Edrington et al

-2-

March 18, 1982

Re: Procedures for Rock Island Diversion Study.

I hope all of you will devote as close to 100% of your time to this study as possible so that it will be completed in early April. It will take the best efforts of all of you to accomplish this goal.

JTH/ds

cc: Messrs: Ray H. Smith  
P. M. McNamee  
G. W. Guthrie  
A. E. Lindberg  
K. R. Renshaw  
H. J. Ness  
~~J. D. Darling~~  
W. J. Voigt

RECEIVED  
MANAGEMENT INFORMATION  
SYSTEMS

AM MAR 19 1982 PM  
7 8 9 10 11 12 1 2 3 4 5 6

February 12, 1982

File: 2010

TO: J. T. Hartnett

FROM: E. N. Wiens *ENW*

RE: ROCK ISLAND STUDY

Below are specifications agreed upon for Rock Island Study currently in progress.

REPORT 1 - From Rock Island Summary File

	CHRS	Million Soo Rev	Million Total Rev
I. Kansas City Mainline Originations			
A. Beyond Kansas City	9908	15.0	35.0
B. Beyond Twin Cities	1303	1.264	1.1
C. Terminating On Mainline	3539	1.749	1.749
D. All Other	-	-	-

Sort Sequence: Orig State-City, Commodity, Off Junction,  
Off Road, Dest State-City

Detail Required: Above fields, plus weight, total revenue,  
RI revenue, RI average revenue

REPORT 2 - From Rock Island Summary File

	CHRS	Million Soo Rev	Million Total Rev
I. Kansas City Mainline Terminations			
A. Beyond Kansas City	8876	5.3	9.6
B. Beyond Twin Cities	1686	.7	2.6
<del>Duplicate</del> C. <del>Originating On Mainline</del>			
D. All Other	7926	45.3	72.5

Sort Sequence: Dest State-City, Commodity, On Junction,  
On Road, Orig State-City

Detail Required: Same as Report 1

Reports 1 and 2 exclude all traffic in which the Soo Line participated.

March 5, 1982

SOO LINE RAILROAD

TO: T. M. Beckley  
~~D. M. Cavanaugh~~  
C. H. Clay  
R. H. Smith  
R. L. Murlowski

FROM: B. D. Olsen

RE: Rock Island Bankruptcy

MAR 5 1982

The United States Supreme Court has just struck down a portion of the Rock Island Railroad Transition and Employee Assistance Act (RITA) and its successor provisions in the Staggers Act, with respect to the employee protection. The bankruptcy court responsible for liquidation of the Rock Island estate had first held that provisions of RITA requiring the Rock Island estate to pay employee benefits up to \$75 million was unconstitutional. Congress responded with provisions in Staggers which essentially reenacted the RITA provisions. The bankruptcy court thereupon found that equally objectionable, which led to the Supreme Court appeal.

The Court found that the Rock Island labor protection provisions were special legislation and thus constitutionally forbidden. It is all right for Congress to pass bankruptcy laws dealing with the entire railroad industry in a unique manner but singling out one railroad was going too far. The decision will benefit Rock Island creditors and will place the protected status of Rock Island employees in doubt.

BDO/sjp